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SUGAR PLANTERS' POLICY OF TERRITORIAL CESSION TO THE UNITED STATES.

Mainist Opposition—What Would Commercial Gain—Sugar Trade and San Francisco Commercial Interests—Customs Revenue and Imports—Treasury Depression Commerce with Australasia.

HONOLULU, August 17, 1878.

Since the date of my last letter the question of giving a harbor to the United States has been much discussed, and the advocates of the measure, sugar planters and their factors, feel somewhat dismayed at the prospect of obtaining a treaty of cession, if it depends upon a cession of Hawaiian territory. As I have before advised you, the sentiments of the natives are most hostile to the measure. Memorials and petitions to the King are lying in thick and fast and very numerous being sent.

HOME POLICY AND AMERICAN INTERESTS.

The policy of advocating this measure in the interest of a few sugar planters, who are much disappointed in the price obtained for their products in San Francisco, is a short-sighted one, and will do to alienate the regard with which the natives always looked upon America and her industries. It seems strange that Americans here can so recklessly of the good name of their native land. The natives always connect the name of foreigners in some manner with the story of a country from whence they came. I am sure that the majority of them consider the American, Hawaiians dislike the proposed cession, because the United States consider the proposition will only tend to weaken her influence in the group. The King consented to interrogate the United States as to the possibility of obtaining a treaty, based upon such a cession, simply to quiet importunities of the Chancellor of the Kingdom, who is simply to sugar that he has not to comfort in considering the future.

CUT BOX?

Those who know the proposed harbor best doubt whether the United States would consider the cost as any equivalent for a treaty. The authorities in Washington must be well posted at this point as to the quality of the timber in the neighborhood. The depth and width of the bar at its mouth, and the possibility of its becoming again dry, might well lead to a careful consideration of the subject. However, the construction of the Pacific Railroad, engineers will not be checked upon an obstacle as this bar presents.

PLANTING FACTORS.

That the sugar planters should become disheartened at their present outlook one can well understand, but the majority of them appear to take an extreme measure, one that will surely fail in its presentation to the Legislative Assembly, in order to explain. The sugars we manufacture, since the introduction of machinery, is of such quality that it goes into direct competition with the sugars manufactured elsewhere. In other words, the planters beard them in their den, and the sequence is a struggle for the market, and the result will be a ruinous war. The planters were to find themselves more generally to refining grades of sugar the competition of the four refineries would be a pretty certain guarantee of a ruinous war.

PUBLIC MEETINGS.

In public meetings are being held throughout the island, and the natives, to a man, refuse assent to the proposed cession. At Honolulu, where the meeting was held, the natives refused to attend, and the meeting was a failure. The natives have been quite free during the past three months, but as yet no returns have been received. The natives are well sustained, as to advice last received, they are not doing so well. The natives are of darker grades of sugars to those marketed in the present indications we may look for a crop of sugar for the season of 1879 and 1880. Rice crop is becoming quite an important feature in the cultivation of the islands.

COMMERCE AND CUSTOMS.

Imports of goods have fallen off very considerably for the past fifteen months. Our customs receipts are falling rapidly, and before long we shall be in a bad way. Our exports show a gradual decline in most articles, and so long as imports are falling off, our revenue will be small. The natives, we may hope to some day obtain a treaty ending of trade.

THE ASHANTEE WAR.

Fitting Out the Expedition.

The latest English mail supplies accounts of the progress of the expedition against refractory natives. The Lords of the Admiralty have chartered another large vessel, the King Bonny, to carry provisions and other stores to the Gold Coast for the forthcoming expedition, and will be ready to start on the 1st of September. Next week, the fourth ship fitted out at the same place for the expedition. The Adela, which has nearly completed her lading, is a long and narrow, but roomy ship of 750 tons burden, and from large quantity of stores which have been put on board her, as well as from her appearance in the harbor, it is evident that she is already well lighted. She is, however, taking on board 160 tons of coal for her engines, and to-day she must carry 100 tons of gunpowder; but large loads and on loads of stores, especially "ship-bread" biscuit, continue to arrive for consumption in her, and some of the people are anxious for the safety of the ship are running to get anxious. The policy of sending such a large quantity of provisions two months before the expedition starts, is a policy that is also criticised, but it does not appear that any other means which are likely to be more urgently required than the carrying overboard of food. The ship has on board sufficient tarpanlin to cover up provisions when they are landed, and several loads more will have to be sent on shore, and the army will be gradually victualled for the march forward. In addition to

THE STORES.

Fully enumerated, the Adela yesterday took on board several tons of preserved potatoes, a quantity of Australian tallow, and a large quantity of cases of tea and tobacco. Thirty large horse-drawn carriages have also been embarked, and several cases of tools for carpenters, blacksmiths, and other tradesmen. There are also cases of signal rockets and matches for the Commodore of the fleet; but only one case of a searchlight. The searchlight is called "indicating the uncertainty which exists in such a climate as to who may be left in command of the expedition." The searchlight is called "indicating the uncertainty which exists in such a climate as to who may be left in command of the expedition." The searchlight is called "indicating the uncertainty which exists in such a climate as to who may be left in command of the expedition."

A SHOCKING DEATH.

William Polgrim, eighteen years old, an American living at No. 126 Rivington street, and employed in the drug mills of the Compton Bros., 35 Jefferson street, was yesterday evening caught in the belt of a shaft while in the act of putting it on. He was carried to the hospital, where he died next morning. His legs and neck were crushed by the weight of the shaft and he died in great pain a few hours after the accident. Coroner Morton was notified to hold an inquest.